THE CITY OF FRIENDLY ENTERPRISE

1855 1955

MORRISON CENTENNIAL

MAY 29 - JUNE 4

"Upon These Prairies"

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1855 MORRISON 1955

CENTENNIAL CELEBRATION

MAY 29, 30, 31 JUNE 1, 2, 3, 4—1955

IN

"THE CITY OF FRIENDLY ENTERPRISE"

THE

CENTENNIAL CORPORATION OF MORRISON

PRESENTS

The Mammoth Historical Spectacle

"UPON THESE PRAIRIES"

JUNE 1, 2, 3, 4—1955

8:15 P. M.
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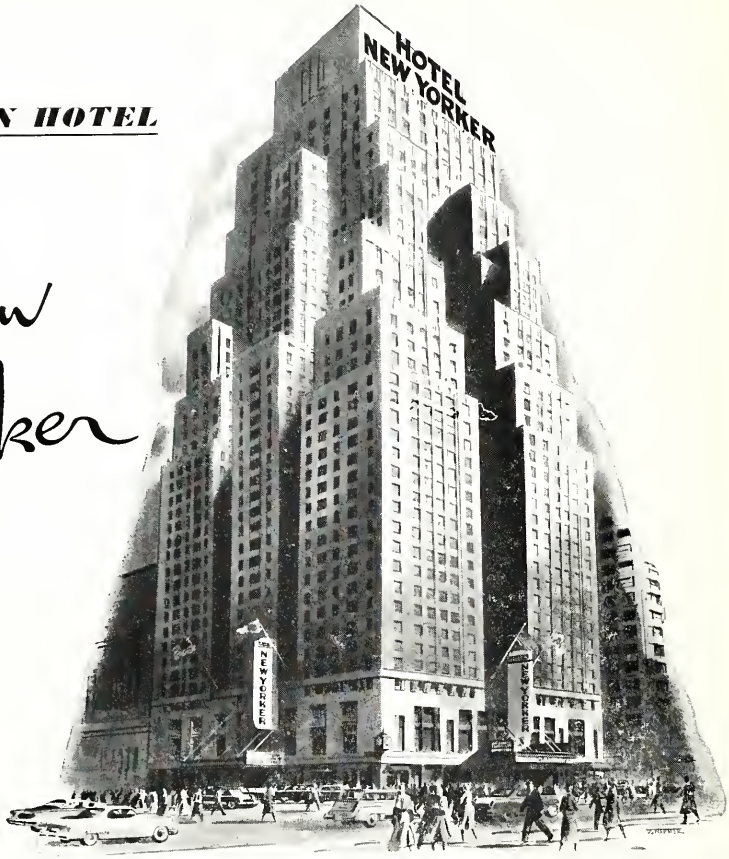
THE New Yorker



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Because it is justly deserved, we take this means of sincerely expressing our appreciation to the following:

Our subscribers whose financial contribution makes the Celebration possible. Our Committees who served so loyally, the members of the cast of "Upon These Prairies" who have made it possible to present the pageant spectacle, the newspapers, radio and T-V Stations for their fine cooperation in publicizing the Celebration — to all of these we extend Thanks.

There are many individuals not mentioned in the program to whom we owe our thanks. Sharing in our gratitude are many volunteer workers who gave freely of their time, memberships of fraternal, religious, civic, farm, youth groups and merchants assisted in making our daily program possible.

Our Queen and her Court of Honor and the merchants who gave window space for antique displays and decorated their building fronts and those who entered floats and other units in the parades.

When the preparation period comes to a close and the Celebration is being enjoyed I want to take this means to personally thank each Committee Chairman and Committeeman for a job well done. For you Committee Chairmen and your splendid Committees have made the General Chairman's position a very pleasant one. To all and everyone in Morrison, the two little words—Thank You—sound inadequate.

Morrison Centennial, Inc.

W. E. Beck, Jr., Chairman.

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SCHEDULE OF EVENTS

MORRISON CENTENNIAL

MAY 29 —— JUNE 4

RELIGIOUS DAY

SUNDAY, MAY 29, 1955

10:00 a. m. — Morning Worship at the Church of your choice.

2:00 p. m. to 5:00 p. m. — Garden Walk through Morrison's Outstanding gardens.
Evergreen Nook, 2 miles S. E. on route No. 30, turn south on the first road east of Morrison; Mr. and Mrs. Alfred Collins, 309 N. Jackson; Mrs. J. R. Collogan, 204 W. North; Mr. and Mrs. Dana Cobb, 513 N. Base; Mr. and Mrs. Wilfred E. Gould, 107 Prospect; Mr. and Mrs. Walter Zerr, 208 Olive St.; Mr. and Mrs. Ralph Lane, 210 Towne St.; Mr. and Mrs. Charles Stoodley, 107 LeRoy; Mr. and Mrs. Robert K. Tracy, Lincolnway Court; Mr. and Mrs. Albert M. Potter, 207 W. Morris; Mr. and Mrs. C. L. Austin, Mrs. J. W. Steiner, 504 and 508 Portland Ave.; Mr. and Mrs. Mason Bull, 644 Genesee Ave.

7:30 p. m.—Vesper Services at Morrison Community High School Athletic field. 150 voice choir will sing.

PATRIOTIC DAY

MONDAY, MAY 30, 1955

10:00 a. m. — Viewing of Historical Windows.

2:00 p. m. — Memorial Day address by Rev. R. B. Heydinger at Grove Hill Cemetery.

3:00 p. m. — Memorial Day parade.

4:30 p m. — Kewanee Black Knights will demonstrate competition routine. Free at the Morrison High School Athletic Field.

4:30 p. m. — Carnival Midway opens on Main Street.

YOUTH DAY

TUESDAY, MAY 31, 1955

10:00 a. m. — Viewing of Historical Windows.

1:00 p. m. — Free movies at Capitol Theatre.

2:00 p. m. — Swift Pet Parade.

3:00 p. m. — Free movies at Capitol Theatre.

3:00 p. m. Free Roller Skating at Coliseum. Carnival opens with reduced prices to children.

4:30 p. m. — Oklahoma Ranglers at the Reviewing Stand.

8:00 p. m. — Graduation Exercises at the Morrison High School Auditorium.

GOVERNOR'S DAY

WEDNESDAY, JUNE 1, 1955

10:00 a. m. — Viewing of Historical Windows.

2:00 p. m. — Governor's Day Parade. Featuring the Fifth Army Band.

4:30 p. m. — Oklahoma Ranglers at reviewing stand. Carnival Midway opens.

7:30 p. m. — Concert by the Fifth Army Band at the Morrison Community High School Athletic Field.

8:15 p. m. — First performance of "UPON THESE PRAIRIES" at the Morrison Community High School Athletic Field. Fireworks following pageant.

9:30 p. m. — Queen's Ball at Fairgrounds Band Box.

10:45 p. m. — Grand March of the Queen's Ball. Led by the Queen and Governor of Illinois.

LABOR AND INDUSTRY DAY

THURSDAY, JUNE 2, 1955

10:00 a. m. — Viewing of Historical Windows.

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9:00 a. m. to 11:00 a. m. — Open House at Carnation Milk Factory and Goodenough's Dairy.

11:00 a. m. — Parade.

2:00 p. m. to 5: p. m. — Open House at General Electric, Volckman's Furniture, Clinco, and Morrison Telephone Company.

2:00 p. m. to 4:30 — Sisters of the Swish Tea at Morrison Country Club.

3:00 p. m. — Midway Carnival Opens.

4:30 p. m. — Oklahoma Ranglers at reviewing stand.

7:30 p. m. — Oklahoma Ranglers performing at Morrison Community High School Athletic Field.

8:15 p. m. — Second performance of "UPON THESE PRAIRIES" at the Morrison High School Athletic Field. Fireworks folowing pageant.

AGRICULTURAL DAY

FRIDAY, JUNE 3, 1955

10:00 a. m. — Viewing of Historical Windows.

10:00 a. m. — Rural Graduation Exercises at Morrison Community High School Auditorium.

11:00 a. m. — Open House at Whiteside County Farm Bureau.

2:00 p. m. — Parade. Carnival Midway opens.

4:30 p. m. — Oklahoma Ranglers at reviewing stand.

7:30 p. m. — Final judging of the "Sisters of the Swish." This will be held at Morrison Community High School Athletic Field.

8:15 p. m. — Third performance of "UPON THESE PRAIRIES" at the Morrison Community High School Athletic Field. Fireworks following pageant.

OLD SETTLERS DAY — THIS IS THE FINAL DAY OF CENTENNIAL CELEBRATION

SATURDAY, JUNE 4, 1955

10:00 a. m. — Viewing of Historical Windows.

10:00 a. m. — Registration of "Out of Town Guests" at Kimmel's Motor Sales. Refreshments will be served. Horse shoe pitching contest.

2:30 p. m. — Antique Auto Parade. Carnival Midway Opens.

7:30 p. m. — Final judging of the "Brothers of the Brush." This will be held at Morrison Community High School Athletic Field.

8:15 p. m. — Final performance of "UPON THESE PRAIRIES" at the Morrison Community High School Athletic Field. Fireworks following the pageant.

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The year 1831 was a difficult year for the Indians of the Sac and Fox tribes. Their supply of corn was very low. Hunting had been poor. Black Hawk, the vigorous and energetic leader finally made the decision to move his tribes across the Mississippi River into the Rock River area and plant sod corn in hopes that complete starvation might be halted. In doing so, he was not violating the Indian Treaties of 1816. They were merely moving into some of their own territory. Actually, all of this North Western part of Illinois was designated as the hunting grounds for these tribes.

But in the process of this movement of Indian peoples some Braves swapped pelts for fire water, and became fired up. Several white men were scalped and before anyone knew what had happened the Black Hawk War had begun.

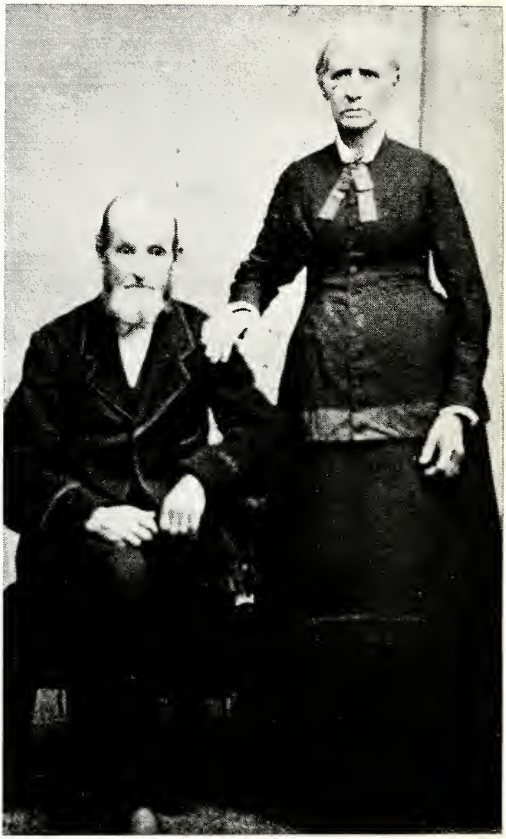
General Whiteside moved with his Battalion of Scouts and Rangers into the area of Prophetstown in the Spring of '32. General Atkinson followed with a Regiment of Volunteers from the Southern Counties. No major engagement was fought in this area, only minor skirmishes, but as the troops of the Volunteer Army moved across these prairies, they saw the opportunity and challenge of settlement. Thus it was the Black Hawk War which actually signaled the beginning of the history of Morrison.

THE PIONEERS

Two of the men of that volunteer army who crossed this land were Wm. H. Paschal and John D. Paschal. They saw the open, slightly rolling prairies of grass, waiting for the plow to open its sleeping powers of growth. They saw the groves of timber as potential cabins and fencing, the plentiful game as provisions, the springs as refreshing drink. They saw and remembered. For by 1835 they were back with their families.

Moving northward from Morgan and Cass counties in Mid Western Illinois, they brought their people across the Indian trails by covered wagons, until they reached a certain creek, spring and grove of trees. There they began to erect the first log cabin in Mt. Pleasant township. It was just east and north of the place which was to be Morrison. Since it was already November and winter was almost upon them, their first concern was to build a cabin. At best it was only emergency shelter. It had no chimney and all the cooking had to be done out of doors. The floor was half log, and half earth. One of the men slit his foot with an axe and put an end to the luxury of a floor. Obviously, it was not finished that winter, but it did manage to house the 19 people of the Paschal, French and Thomas families. The next spring they broke the prairie and planted the first crop of sod corn to be grown in Mt. Pleasant Township.

Other settlers were moving in. John W. Stakes and Joshua Atkinson had gone up from Prophetstown in the spring of '35 and staked out claims in Round Grove. According to the rights of squatters all you had to do was place the foundation of a cabin or plow 5 acres of ground and you had staked a claim. Stakes and Atkinson did that but made the mistake of going down to Rock Island for tools and equipment. When they returned the claim had been jumped and they apparently couldn't get possession of their claim. So they followed an Indian trail to the West until they came to a creek. Atkinson chose the West bank, Stakes the East, and proceeded to cut and stake their new claims. John Stakes had no way of knowing it, but



MR. AND MRS. JOHN D. PASCHAL, two of Morrison's first pioneers, settled near here in 1835, spending the first winter with other settlers in a cabin built by John's brother, William H. Paschal, in a location just northeast of Arthur Badger's residence on North Jackson street.

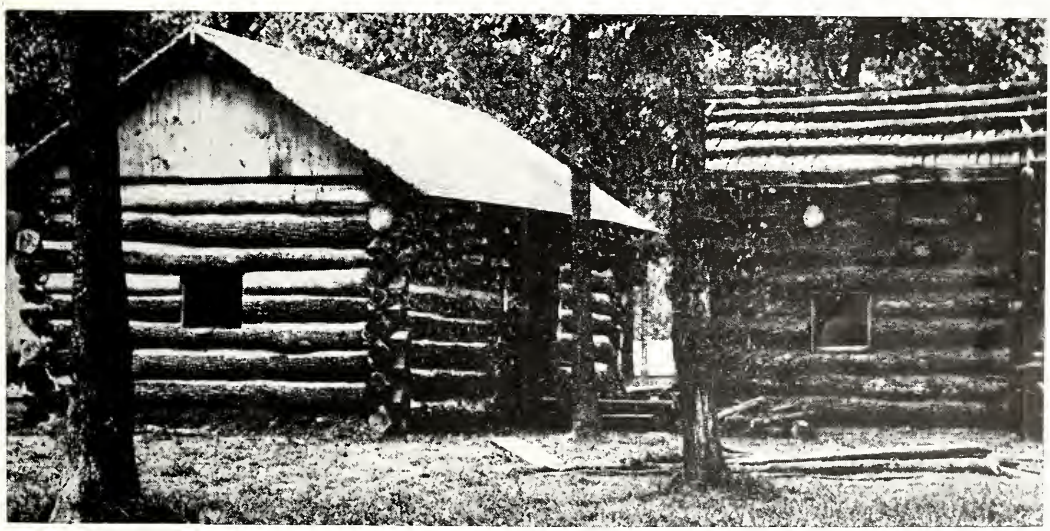
the place where he built his cabin is now the corner of Madison and Lincolnway, and the eght acres of land he broke to the plow and planted in corn, was to be an important part of Morrison. Atkinson had chosen the north edge of the future Unionville. By 1837, James Knox was also in the same locality. He built his cabin and dug his well on the northwest corner that we now call Base and Main.

For a time it seemed as if the future of this area was to be tied to a potential settlement north of where Stakes had settled. In 1835, Jonathan Haines, a mechanic and inventor crossed the upper Rock Creek near the place we now call Jacobstown. He was on his way to Galena from Peoria, hoping to install his new invention, a high powered steam engine on steam boats so that they could haul the lead out of Galena through the winter. The old "Peoria-Galena" stage passed modern Morrison one half mile north of its present city limits, following the old Lewistown trail. Apparently Haines had some opportunity to rest at this place and observe the country. He was impressed with its possibilities and the water power potential. He delayed his journey to Galena long enough to build a small cabin and establish claim to the land on the East side of Rock Creek. He hired Felix French (who had staked a claim just south of Morrison) to spend the winter in that cabin and keep the claim open. Haines returned in the spring of '36 and erected the first saw mill in this area. He had just cut the first log, when a flash flood carried the mill away and he had to begin again. He later added burr stones so that grain could be ground.

Jonathan Haines had great hopes for the immediate vicinity surrounding that mill of his. In 1837 he laid out "Illinois City," just west of the Creek and Jacobstown. He included ten acres in the project, all unimproved, but then they were offered without cost to anyone who was interested. It was even marked on the maps, in bigger letters than Springfield, the capitol of the State, but no one ever built there.

For one thing, even though the "Peoria-Galena" trail went through there, it could not compete with Jacobstown, less than one half mile East. Beginning with the saw and grist mill this community grew to include a blacksmith, cooper shop, and even a store. A second mill of stone was erected in 1852.

But even more, Illinois City could not compete with Unionville. Starting with the claim of Joshua Atkinson this favorable location soon attracted other pioneers. John H. Robertson, newly arrived from New York, settled in Unionville and proceeded to erect a saw mill in 1839 with the assistance of Benjamin Burns, an early teacher. With 3,000 acres of timber located North of Morrison, this business was assured a thriving future. Don't let the fact that Robertson was able to shoot a deer within the community limits keep you from thinking that Unionville was growing. By 1841 a thriving village had begun to center around this enterprise, enough so, that in the same year some of the early settlers, Boyer, Ustick, Robertson, and Atkinson, could plat and survey the city. It was a splendid location for a town and it was so apparent that it rather than Jacobstown would be the important business center, that Haines, the builder of the saw mill at Jacobstown, decided to manufacture his newly invented "Illinois Harvester" in Unionville. Thus farm machinery was beginning to be pro-



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The period of 1835 to 1850 might well be called the time of the pioneer. It was during these 15 years that the country was opened to the white man, that the trees were felled to provide logs for cabins, rails for fences, lumber for buildings. The rough turf was plowed and the fields sown to corn and wheat. Life was in general isolation and what few communities there were, grew in connection with saw mills and grist mills, always located on streams and creeks where water power could be harnessed for work. No matter how it might be romanticized, life in those days was rough.

For a family moving into this unbroken land their wagon, horses, oxen, and few possessions were all they had. They lived in their wagons until they could erect their cabins. These were made of logs, chinked with lime, or moss, usually with only one window, and with a rough shingle roof. It was certain to leak rain or snow and many a night was spent holding an umbrella or catching water in pans. There was only one room which at night could be divided by a sheet strung on a rope or wire. Trundle beds of rough boards, rope springs and grass or corn shuck mattresses gave solid comfort to weary bodies. Of course the loft gave space for an infinite number of sleepers.

Cooking was usually done out of doors, at best in a shed built against the cabin, fireplaces were a luxury that only the well established could take time to build.

After the necessary shelter was assured, the next task was to work on the land. This was a back breaking task. First the ground had to be broken to cultivation. It took a team of oxen to do it, and if a team wasn't owned it would cost about $2.50 an acre to have it done. Working steadily, a man could expect to break 20 to 40 acres of ground a year. It was a slow process of adding more land each year. Similarly, the land had to be fenced. This was universally done by split rails. Either split at home, or bought at the cost of about $2.00 a hundred. It was this cost of rails and the added cost of hauling them by ox team that determined the exact position of choice settlements. The first claims were always staked along groves of timber that edged the prairie, with a ratio of two to one. For every acre of prairie, there was one acre of timber. Fencing was a must no matter how back breaking for the hogs that provided the meat diet of these early people would make short work of an unfenced field. The average yield of an acre of ground was about 50 bushels of sod corn.

Actually the problem of growing the grain was not even half as difficult as selling it. Transportation was almost non-existent. The only way in and out of the country was by wagon over trails and unbridged rivers. It took twelve days to haul a load of corn to Chicago, the most adequate market for this locality. It cost 25 cents a bushel to have someone do it for you. Quite often it was business by barter only. A. C. Jackson for example hauled pigs to Savannah and Galena where he sold them for one cent a pound in trade, the trade being remnants of calico, not one being large enough to make a dress. Indeed barter was the best means of economy since the legal tender of the time was much in doubt. For a while in the mid 30's, the scalp of a wolf was honored at its full value more often than the printed bank notes that were in circulation.

The diet of these early people was quite restricted. Their coffee was a substitute made from wheat, rye, potatoes, or burnt bread. Corn made into hominy or pone, made up the central meal. Pork was the major meat dish. Game, and venison of course was added to this diet along with berries and fish. But on the whole it was short in vegetables and fruits. In fact, there was to be no fruit production in this area for quite some time. Potatoes were also grown, but were not in abundant supply.

Almost all of the early settlers had come from the Eastern States and remembered and missed the schools and churches of their former homes. They were not long in securing these for themselves and their children. The first school was started in a log cabin in Paschal's timber, north and east of Morrison, in 1838. Mr. Hall of Massachusetts was the first teacher. He received a salary of 10 dollars a month and was boarded around. Unionville also developed its school in the Boyer Cabin north of Morrison, and by 1840 had managed to erect a school building which stood just East of the present structure in that community.

The Churches were not long in coming. By 1836 a Methodist missionary, or "local preacher" as they were called, was holding religious services in the Thomas cabin. Rev. Cartwright also rode a circuit reaching from Rockford to Rock Island. He reached this Morrison area about once every four weeks to hold services. Through the effort of such men the Methodist Episcopal Church was organized in Unionville in 1842 and a building erected in 1855. The congregationalist also organized their church in Unionville in 1844. Other denominations were to follow.

Needless to say there was no such thing as commercial entertainment. These early people had to entertain themselves, or not at all. One of the forms of amusement was singing. The first settler, J. D. Paschal, had organized a singing school and in the year 1836 this group met at the Boyer cabin. Much to everyone's surprise and enjoyment, this time was selected for a surprise wedding. After Mr. John Powell and Miss Campbell were pronounced man and wife, the party and banquet which followed was a double enjoyment. Perhaps it was this lack of sophisticated entertainment connected to the hard work

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of the day, that gave the pioneer his sense of hospitality. Visiting was high on the list. The latch string was always out to welcome strangers and there was always room for one more in the crowded cabins. It is reported that when the first woman in this township, Mrs. Paschal, heard that another family had arrived in Prophetstown, she saddled a horse and rode across the prairie for a visit.

Such then, was life as the first people of our locality experienced it. It was not easy, but then an amazing number of them lived long and active lives. At least there were no Indians to kill off the first pioneers. The few who remained or wandered through were more of a nuisance of petty thievery, than scalping parties. But the work of the settler was an important task although they did not look upon it as such. They opened the way for those who followed. They built the foundation of all which was to come.

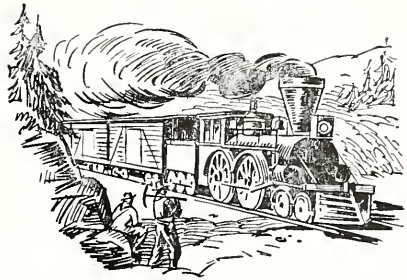
THE RAILROAD

Actually it was transportation which held the key to the future. The entire Western area of Illinois was developing into farming country. The promise of its fantastic fertility was being realized. But the individual farmer could never go beyond the stage of raising his own food and a minimum surplus as long as it cost him almost the total value of the crop to get it to market. If it cost 25 cents a bushel to get the corn to a place where it could be sold for 25 cents to 50 cents a bushel, the assured margin of profit was almost non-existent.

Consequently, those early years were ones of struggling to develop means of communication. The obvious means of transportation was of course the waterways. The Mississippi River became the highway into the heart of the nation. Steamboats were soon going as far as Rockford along the Rock River. Barges and flat boats hauled tons of grain and livestock from the farming areas into the larger cities. And the inventiveness of man was soon brought into play. Canals were added to suppliment and improve the natural waterways. The Hennipin Canal, the Illinois-Mississippi Canal were all developments of this age.

But for a community like ours, 15 miles from the nearest navigable stream, water ways were not the answer. We needed roads. Roads that crossed rivers on bridges, not forded them; roads that were more than improved Indian trails. Consequently, the Unionville-Fulton Road was surveyed in 1839. 1837 marked the beginning of an improved road to take the place of the Lewistown trail that connected Peoria and Galena. This first state road crossed the Rock River above Prophetstown. This time also saw the improvement of the trail that led to Sterling.

But the roads were not enough. Horses could pull a load but 20 to 25 miles a day. Oxen were much slower. The market of the East could never be reached by the crops of the West until a faster, more certain mode of transportation was devised. The railroad was the answer.



The Railroad Era of Whiteside County really began in 1850 when the Galena and Chicago Union Railroad was completed as far as Rockford. By '52 it was completed to Freeport and these two cities became the trade centers and shipping points. The next step was the Dixon branch of this road completed in '54 making Dixon the focal point of East-West transport. It was just a matter of time and the road would be in to the Mississippi River.

It was more by accident than by determination that the line was run through Morrison. As might be gathered by the name, the railroad was supposed to be built to Galena, north of here. But, of all the railroads in the United States this line was the only one that was built without government subsidy. Its original purpose was to be of service to the farmer and every effort was made to have the local farmers own its stock and not an Eastern Corporation. Consequently, the miles of line were built in spurts and spurs and by the time it reached Freeport, the Milwaukee Road had gotten to Galena ahead of them. The now mis-named Galena and Chicago Union Railroad was then swung South to Dixon and finally made its contact with the Mississippi River at Fulton, 50 miles south of its proposed western terminal.

One other interesting thing developed that was unique to this railroad, now known as the North Western. It was built to haul grain and stock into the Chicago market, consequently all of its original station locations were located on the south side of the tracks and all of the signals were placed at the right hand side. There was so little freight out from Chicago in those days that it was not considered necessary to have loading equipment or space on the north side of the tracks. Consequently, when the second track was added, it could not be placed on the south of the existing track because of the station location and the signals. It had to be placed on the north with the result that the North Western is the only line in this country which runs on reverse lines. (This is the

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explanation given by the North Western historians, and runs counter to the idea that the traffic is reversed because of English engineers.)

In any case, the Galena, Chicago line was surveyed through this area in 1851. It followed a natural grade which ran through our present cemetery, immediately in front of the vault. This would have meant a short fill over the creek bottoms and a station in Unionville. It was by far the better engineering possibility.

Perhaps that was the trouble. It was such an obvious route for the new railroad that the people of Unionville demanded a high price for their property and the right af way. They thought the railroad had no other choice. There was another choice as we all know today. It was this route just south of the original line that was selected even though it meant a long grade, and a longer route. Undoubtedly, it cost much more than the demanded price for Unionville land, but tempers could be short even in those days.

A man by the name of Lyman Johnson was the contractor for the graded road construction from Union Grove to Fulton. He established the base of his operations somewhere on the Stakes and Knox farms. As a side line he built and operated a store that sold mainly to railroad employees. At any rate, it was during the construction of this road grade that Lyman Johnson envisaged the existence of a town on the site of his store. He bought the land in 1852, secured the promise of a railroad station, formed a company of astute men to promote the potential city. Joining him in this venture were Mr. H. S. Vroom, Homer Caswell, John W. Stakes, James Snyder, L. H. Robinson, N. M. Jackson, John West, and W. H. Van Epps. By 1855 they were in a position to survey and plat the fields which were then covered with scrub oak and hazelbush. W. S. Wilkinson, the county surveyor completed that job and the town was laid out in blocks and lots bounded by the streets, Knox, Grape, South and Clinton. When the first railroad train arrived in October 19, 1855, a new phase of life was ready to begin. The new shipping point for the region would become "Morrison", a town which was just one house big.

That early railroad which so changed the life of our community was not the engineering masterpiece of the modern times. In the first place the road bed was not solid. The ties were just placed on top of gravel. Then stringers, or long wooden beams would be laid along the top of the ties. To these stringers were fastened the rails, bars of wrought iron, one inch thick, and three inches wide. They were secured to the stringer with spikes but it was a job to get them in place without leaving them above the rail to jar the wheels.

Quite often these rails would work loose and the ends would curl up. These "snake heads," as they were called, would really wreck the train as they would ram right up through the foor of the passenger car, pulling the train to a stop and ripping up the ties. Every locomotive carried a sledge hammer as standard equipment so that the engineers could get out and fasten down the rails as they went along.

Bad as it might sound, it was over these road beds that the productivity of this area moved into the market, and it was this railroad that signalled the future of our Town.

EARLY DAYS OF MORRISON

As you might expect, the first months of the existence of this new community were ones of building and expansion. Samuel McCrea, a recent arrival from New York State, decided to locate a grain elevator. He shipped the lumber for the warehouse as far as Round Grove on the work train, in the late summer of '55, hauled it by wagon to Morrison and had his building up in September, one month before the first commercial train arrived. He shipped the first load of Grain, October 1, 1855.

Lyman Johnson had already erected his home which was expanded into a hotel. The second house, that of the conductor and station master, arrived on a flat car and was set up on October 20th. From then on it mushroomed. At first it was but shanties springing up among the brush, and a constant appearance of new lights, as one early traveler reported. Then new businesses built their quarters, and Main street began to take shape. Mr. Ustick, who had first settled in Unionville, saw that the business opportunity was in Morrison and he moved his general merchandise and grocery store in 1855 thereby establishing the first store.

The same year saw the erection of the blacksmith shop of Thomas McClelland, a brick works and kiln put into operation by A. S. Tyron. These bricks were to be used in most of the substantial business houses and homes soon to be erected. The first bricks went into the Baptist Church which was built in 1856-57.

By 1857 the future and success of the town was assured. Merchants, mechanics and professional people had moved into the town.

Mr. Charles Bent, in his history of Morrison gives this account which cannot be improved upon.——

"By 1857 the following firms were engaged in business: John M. Cobleigh, merchant tailor and clothier; R. M. & J. H. Johnson, dry goods; Neely & Johnson, dry goods and groceries; Spears & Bro., dry goods and groceries; O. B. Crosby, groceries and provisions; I. Burton, groceries and provisions; S. W. & F. H. Robinson, hardware dealers; W. L. Coe & A. Nowlen drugs, medicines, paints, oils and glass; S. H. McCrea & Co., dealers in grain and lumber; J. V. Giles & Co., grain and lumber dealers; John H. Brown, produce dealer; Chas. Foster, grain buyer; Edwin L. Johnson, grain and coal dealer; Henry Levett and B. O. Russell, in the hotel business; Vroom & Brokaw, livery stable; Wm. Trauger, groceries; Alphonso Bent, and Laune & Thompson, painters; H. A. & C. J. Johnson, attorneys at law; R. Thompson, auctioneer; L. H. Robinson, Lyman Johnson, Olm-

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stead & Gridley, and Knox & McCrea, engaged in selling town lots; Wm. Finch, groceries and boots and shoes; Thos. McClelland and Sol Eshleman, blacksmiths; F. W. Chapman, jeweler. John M. Cobleigh is the only one mentioned who is still engaged in the same business in Morrison.

A large business was transacted by the merchants, and considerable quantities of grain and other produce were shipped. From July 1, 1856 to July 1, 1857, 175,000 bushels of wheat were shipped from Morrison, the price ranging from 75 cents to $1.00 per bushel. In 1857 the brick stores now occupied by Spears & Son, Spears & Shafer, J. S. Green and Robt. Wallace, were erected by Charles and William Spears, W. L. Coe, John McDonald, John Devine, John D. Bartholf, and John Weaver. This was the first brick block erected in Morrison. The same year the railroad company erected a depot building, and a number of residences sprang up in different parts of the town. Good business lots sold at from $150 to $350, and residence locations at from $75 to $100. The strip of table land now occupied by numerous fine residences was laid off and placed in market about this time by Mr. Peter Knox."

The city was indeed underway.

But if the arrival of the railroad was the most important determining factor in the history of Morrison and its growth, certainly the location of the county seat here was the second most important event. This assured the residency of officials and lawyers, and with them other professional people. A whole community of leaders and citizens, came into existence around just this one institution.

The location of the County seat was a great controversy that went on for almost 20 years. After the organization of Whiteside county on May 6, 1838, Prophetstown, Fulton, Lyndon, Sterling, Albany and Erie began to pressure for the honor of being the county seat town. No one city received a majority and the same results were repeated election after election, one every four weeks. As a temporary solution, it was decided to locate the County Seat at Lyndon and the Court House was erected there in 1840. Apparently the election of 1840 which finally decided to locate the county seat in Lyndon was disputed quite vigorously by Sterling. The dispute was with grounds for the recount showed that Sterling had received the majority. Subsequently, the County Court was moved to Sterling in 1841.

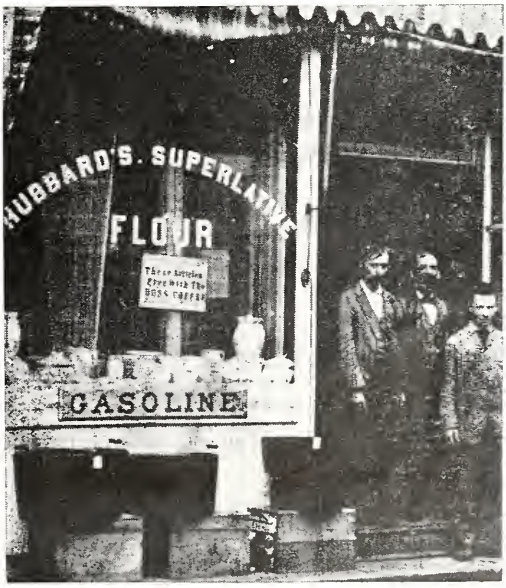
This made everyone else upset. No one knew where it should be located, so court was held in both places, and the State Legislature was asked to decide. There followed a series of decisions: 1843, Lyndon: 1846, Sterling: 1849, Sterling; 1857, Morrison.

What happened was that Morrison had been formed as a city in the meantime. It took advantage of all this bickering and started to pull a few wires down in the State Legislature and in the election which was ordered in 1857 to decide the issue once and for all it managed to win over Sterling as a County wide vote, 1631 to 1572.

On moving to Morrison the County Court met in the Concert Hall, (Above Fitzgerald's) and land was set aside for the buildings. These were completed by 1866 and in spite of the pressure brought by both Sterling and Fulton it was never moved.

Thus by 1860, Morrison was a thriving community, important in economic and agricultural development, active in politics and bustling over with enthusiasm. For this new city the future was unlimited.

Court House About 1872



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THIS IS MORRISON

A salute to the pioneers of Morrison who with flashing axes felled the growth of timber in order to found a settlement in the new Land Of Promise.

THE HERITAGE OF FREEDOM

Beneath the tall trees of Morrison, the Indians paused in their meandering to camp and hunt. Here they prayed for fertility, danced to appease their Gods and carry on their family life.

THE NEW FRONTIER

The early settlers of Morrison faced many hardships, but there was always time to welcome wagon trains and be hospitable to the newcomers to the territory. All was not work in these times. After chores were done, the folks enjoyed a good old-fashioned hoe-down.

AN EARLY MARRIAGE

The first wedding to take place in this County was at Boyers Cabin just north of Morrison. This was also the home of the first Singing School in this area.

REMEMBER THE SABBATH

When the first settlers came to this land, they brought not only their determination and courage, but another priceless gift, their belief in God.

THE DAWN OF EDUCATION

As the area increased in population, education became a subject of great consideration to the people of Morrison. From the crude surroundings of a simple beginning to the fine systems of schools today, Morrison has progressed in its march toward a higher educational standard.

JUST ONE HUNDRED YEARS AGO

Morrison was surveyd and laid out in 1855 by W. S. Wilkinson, surveyor under the management of Lyman Johnson, who came to this area as a railroad contractor and builder.

THE COMING OF THE IRON HORSE

The proprietors of the town were men of enterprise and business sagacity, and by liberal dealings secured the location of the railroad station where it is now, and the future of Morrison was assured.

UNIONVILLE RILED OVER RAILROAD

The feeling between Unionville and Morrison was intensely bitter. The citizens of Unionville refused to visit Morrison for their mail.

MORRISON, THE COUNTY SEAT

The location of the county seat was a great controversy and went on for almost twenty years. In 1857 the State Legislature ordered an election to decide the issue once and for all.

THE GOLD RUSH

Morrison was also a part of a large country and the hopes and fears and dreams of the nation were reflected here. When gold was discovered at Pikes Peak and a rush dveloped, Morrison heard about it and sent its representatives.

THE WAR BETWEEN THE STATES

Event followed event. The Southern States seceded from the Union one by one. In a matter of hours after the outbreak of war many men of Morrison left their jobs to answer the call.

BIKES, BUSTLES AND MUSTACHES

It was the era of "The Bicycle Built for Two," "Leg 'O Mutton Sleeves," and "Wasp-Like Waists." The innovation called the "horseless carriage" made its appearance and caused quite a sensation. All good clean fun of the "Gay 90's" reminiscent of the days when "Grandma" was in her teens.

THE BATTLE FOR FREEDOM

The year was 1914, and again the people of Morrison heard the troubling sounds of war in the making. The climax came in 1917 when the Lusitania was torpedoed and the United States entered the war.

THE ROARIN' TWENTIES

1927, the year prosperity abounded. It was the age of "Flag Pole Sitters," "Plus Fours," and Flappers. A dance sensation hit the nation and everyone in Morrison was doing the Charleston.

SEIGE FOR FREEDOM

With the startling news that came to the United States on that quiet afternoon of December 7, 1941, war came to us for the second time in a generation.

THE MORRISON HALL OF FAME

In the past century, Morrison has produced many fine citizens. We would like to take time to honor these prominent sons who have contributed so much to their City, County and Country.

THE ATOMIC AGE

With the arrival of the 1940's came man's knowledge of splitting the atom. The recent experiment at Yucca Flats makes you stop, and wonder and think. Is this the beginning of a new advanced civilization, or the destructive end.

FINALE

There are no bounds or limits to the frontiers of freedom. As we build so builds our state and our nation. So proudly we hail, "Morrison's Second Century" . . . .

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Life in a community meant quite a transformation for those who had come as settlers. For one thing there were stores where things would be purchased. If for example you entered the Cothing store of Spear and Brothers, an array of goods, undreamed of a decade before, would dance before your eyes. There would be ladies' dress goods, hats, caps, bonnets, hosiery, boots, shoes, crockery, hardware and groceries. Their motto, displayed in large letters was in itself reassuring: "Live and let live!" We charge nothing for showing goods, and it would also be a temptation to investigate further.

No longer was one dependant upon bottled nostrums from the East, or Indian remedies in case of emergency. The drug store of Coe and Nowlen advertised "pure medicine." In addition there was: liquors (for medicinal purposes only, of course), oil, paints, glass, dye woods, book paper, fine groceries and fancy articles such as flutes, violins, accordions, banjos, fultina and guitars. Who says the modern drug store having almost everything but drugs, is modern innovation.

Of course everyone had a garden, but the grocery store was there to supplimeat the daily diet. Sugar could be bought at 14c a pound, butter at 30c, flour sold for 3c a pound and meat cost 18c. And don't think they didn't complain. For these prices of 1857 were a 50-100 percent increase over the cost in 1855 when the town was founded. They shook their heads and bought, even as you and I. Undoubtedly they had the sympathy of their grocery men for O. B. Crosby, an operator of one of the stores, always advertised his motto as, "Fair Play, and no Gouging."

The community even had the luxury of a doctor. The first one, a Mr. Morris, located here, building a shanty residence and office on the present site of the Roman Catholic Church. He soon left and was succeeded by men who had been practicing in this general area. Dr. Nowlen moved in from Unionville. Dr. Taylor of Erie, Dr. Donaldson of Como and Dr. Winter of Milledgeville.

On the whole, one could describe the medicine of the 1850's as being symptomatic medicine. That is, the doctors of this time treated the symptoms rather than the disease itself. This was necessary since the cause of most diseases was unknown. Even malaria, though it was usually treated by the administration of quinine was not understood as a fever caused by the infected anophelis mosquito. Blood letting, poultices, plasters and emetics were the basic approaches to most disorders. One thing which was considered a necessity in any treatment was keeping the body tracts open. Cathartics were standard treatment, ranging from mild purges to what the physicians called drastics — and they were. For medicines, the doctors relied upon quinine, mercury, calomel, petroleum, and hundreds of other names which were just as confusing to the lay memory as the modern drugs of today.

Malaria was a particular concern of this area. The flood waters of the Mississippi and its tributaries acted as great storehouse for "Swamp Fever" as that disease was so often called. During the winter of 1860 there was quite an epidemic of scarlet fever in north western Illinois. Fortunately, Morrison was not affected, but the newspaper of January 1, 1860 suggested this as a preventative: "take three teaspoons a day; 5 grams of extract Belladonna dissolved in 4 grams of water." Typhoid fever was another dread occurance and apparently many of the early deaths were caused by this.

Apparently tooth trouble was something the early people of our town just suffered with. Dr. Hollister attempted to begin a practice here in April of 1859. As a beginning he came over from Sterling at least one week out of a month. He had hoped to settle here permanently in the fall of that year if his business warranted. Apparenty there was not enough call for his services, although another man began advertising that he was available the last week of every month beginning in 1860.

Dentistry in those days was not the joy it is today. Extractions seemed to be the general approach to a diseased tooth and the forcips of that time have not really needed to be improved upon. The extraction was made without anesthetics, with perhaps just a rinse of whiskey to cleanse the wound. Although it was a dentist by the name of Long who first used ether in 1842, and Wells, who used nitrous oxide in 1844, the dentists as the doctors, did not make general use of these anesthetics until much later.

Apparently there was some filling done. The tools were all hand operated burrs or drills, picks and chisels. The filling itself could be the silver filed from a coin, lead or tin melted and poured into the cavity, or perhaps gold. In any case, it seems as if the preventative measures of dental care and cavity filling were neglected until the loss of the tooth was assured. Dentures, though available, were uncomfortable. They wer made of wood, ivory, bone or metals. Often they used springs to hold them in place rather than suction. Perhaps that is why we so seldom see a smile in those early photographs.

One of the first concerns of any community is the education of its children. Morrison did not construct a school immediately, however. The children of this town continued to use the building and facilities of the Unionville School. This school had been erected in 1847 and was not what one could call elegant. The building was without a ceiling, with bare rafters showing; slabs were used as benches and rough boards were the desks. The room was heated with a wood burning stove.

By 1856 the situation was growing critical with a large number of children to be taught. The school

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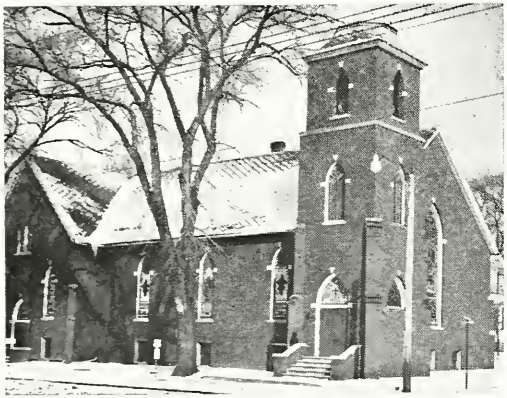
MORRISON ILLINOIS

house was moved to Morrison in 1858 and in addition the rooms of Johnson's hall were used. There was some dispute as to the site of the new building so it was not until 1860 that a four room building of brick was completed on Morris Street, the same property now occupied by the present South Side School. Professor Kelly was the first principle of this new building.

A youngster upon enrollment in the public education system of that day would enter the primary department and remain there four years taking one grade each year. Next came the intermediate department of two years, a grade each year, then Grammar one grade completed in two years and at last High School which was one grade taking four years to complete. But high school education was not offered until 1868 and even then the first graduating class in 1871 consisted of only 3 girls.

The people of Morrison were equally concerned about the establishment of their churches. Almost all of them had had connections with the various denominations back east, so it was natural that they continue that interest here. With the beginning of



First Methodist Church

town life it became more and more feasible to construct church buildings. The Congregational Church was built in Unionville and met there until 1858 when they decided to move to Morrison. The Methodists and the Presbyterians and Baptists also organized their churches in Unionville, but only the Methodist built there. The Baptists, organized in 1854, decided to build in Morrison and thus constructed the first church building in Morrison. The Presbyterians, built the second church when they moved to the city in 1856. The Methodist decided to change to Morrison in 1858. Another group of Methodists, sometimes referred to as the Brown Methodists (because their building was brown) moved to Morrison in 1860. They bought the Unionville Congregational church building so it could be said they really moved, when they had it brought to a site on West Wall street.

These churches represented an important part of

First Baptist Church

the life of this early community. Most of the community organized their entire Sunday around it, morning and evening. When a man was thrown from a horse and hurt, he received no sympathy from the editor of the paper. He was riding on a Sunday, and "therefore ought to be hurt a little." Wednesday prayer meeting was a must and the Sunday school picnic and classes were so important as an entertainment and education of the children. Interestingly enough, the first Sunday school was a joint school consisting of the Baptist, Congregational and Presbyterian peo-

First Presbyterian Church

ple. This was when theBaptist church was the only building.

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The women of the churches were as busy as ever. They gave dinners and teas. Young people attended the socials and enjoyed themselves eating ice cream and stealing glances at each other. The newspaper of July 27, 1858 had this to say about one such event at the Baptist church: "The young men for whom we declined to promise, behaved better than we expected, and the ladies were killin' sweet." Boys will be boys and isn't it wonderful about these who are "killin' sweet"?

Perhaps we might think the sternness of those early church men somewhat strange, but then the church was serious business. Each member felt himself to be a witness for something greater than himself. His conduct, deportment was therefore crucial.

With the development of all these activities and with the settlement of all these peope within the bounds of Morrison it is to be expected that a city administration had to be formed. Consequently an election was held April 8, 1857 and with 17 voting in favor for incorporation and ony two against, the action was assured. On April 25th, S. H. Vroom, S. H. McCrea, Lyman Johnson, J. G. Gridley and Wm. Coe were elected trustees. Hiram Olmstead was selected to be police magistrate.

Their first official action taken on June 3rd was to fix the boundaries of the town, to prohibit swine from running at large in the community, assess four days of work on the roads and streets for every inhabitant between the ages of 21 and 50, levy a tax on property, provide a fine for people selling liquor in anything less than one gallon without a license, and forbid billiards and other nusiance games within the city limits.

The streets were also a special concern. A rain of any amount turned them into muddy streams. The Whiteside Sentinel carried on a vigorous campaign of criticism and suggestion and finally succeeded in moving the people to install wooden sidewalks at least along the downtown streets.

Water was also a problem, and had been from the very beginning of the town. Not being located on a stream, the city had to rely on wells and cistern to supply its needs. It would not be till 1868 that the city fathers would solve this problem by a deep well bored to a depth of 1,200 feet. This water rose naturally to within 20 feet of the surface and was pumped from that level by a large windmill. For a time it was stored in a large 90,000 gallon tank. When it burst in 1874, a flood was caused that did much damage.

The city administration also saw to the erection of a jail house. One of the penalties of the railroad was the movement of undesirables through the city. Crime during the time of the pioneers and early settlers was almost non-existent. But from 1855 on, more and more legal violations were reported. Horse stealing became quite common, breaking and entering was reported several times a month. Drunken people, usually male, but sometimes, females were thrown off the train only to find their way into the jail that was finally constructed in 1858. The majority of a notorious band of counterfeiters were the first occupants. Indeed, the merchants had to be on a constant look out for bogus bills, for counterfeiting was very much the practice in those days.

When the circuit court met on January 1, 1860 this was its docket: 9 cases of larceny, 2 robbery, 4 forgery, 5 counterfeit money, 27 selling liquor without a license, 2 gambling, 1 mayhem, 1 arson, 2 assault. Life was becoming complicated in our community.

The local newspaper had an interesting method of dealing with those who ordered the paper and after receiving it for several months left town without payment. They would print their names in the paper and would refer to them in terms such as these.

> "We enroll another list of scamps. We have read of a great many acts of scoundrelism and petty thieving but our list below exhibits a shade lower grade of rascality than is aspired to by the regularly initiated in this class of business."
>
> Whiteside Sentinel, 3-15-60

One of the dvantages of the community life of a town was that people might associate more in their leisure activities, and give their support to associations of a more cultural nature. This is exactly what happened in Morrison.

On July 23rd, 1857, the first issue of the Whiteside Sentinel was published. The citizens of this community had invited Mr. Alfred McFadden, a publisher active in Fulton to come to Morrison and begin this paper which they felt was needed. This paper was finally bought by Mr. Chares Bent in 1870 who in turn sold it to Mr. R. W. Welch in 1877. From its beginning it was identified as a Republican paper, and those were the days when that party was just coming into existence.

But the paper was much more than what we might think it to be today. It was the novel, the reporter, the text book of hundreds of subjects. We can discover that by just looking at one of the early publications.

The first page almost never contained local news.

It was usualy devoted to literature. The issue of September 1, 1857, for example began a story entitled, "Lillie Stanhope, of Love and Willfullness." It was really literature in a high key. It began: "A bright beautiful morning was it in the perfume laden June, and woodbine cottage looked more than ever as though it were the offspring of some magical wand whose—", and so on the first sentence goes for most of the first page.

Then, too, the first page contained facts for the curious such as, the ages of the presidents at death,—the philosophy of courting — jokes such as, "Why

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is a mill like a shoe? Because it grinds corn."

The second page was local editorials or national news along with advertisements. In this issue, the cause for alarm was an editorial against the people of Sterling who wanted to get the County Seat moved back to Sterling. There was also a report of scandal in New York high society. A body had been discovered buried in the sand of someone's estate —, and so on.

The third page was almost all advertisements, except for one column which contained most of the local news and opinions of the editor. "The bridge across the Rock Creek at Unionville was almost falling down — a report on the wheat crop, 775,000 bushels had been shipped, the sheriff was applauded for the capture of a thief and forger. 'In doing this, he showed Skill and Sagacity'." But at the bottom of the paper, this was given a P. S. "Since this was in type, the prisoner while on the way from Morrison to Madison escaped and is still at large." There was no further comment.

The last page, was almost all ads, most of them repeats of page three, but occasionally there was a report such as atrocity to women in far off India, or a description of hay mowing time in New England.

Thus we can see, that the newspaper was first and foremost a means of information and enlightment rather than news. As such it was an important aspect of the development of culture on the frontier of the 1850's.

As a matter of fact, it was during this time that a tremendous interest in learning developed. Of course, there was the public school for the children, but it was felt that something had to be developed for the adult. The Lyceum was one such answer.

The Morrison Lyceum, a debating society, was organized in the winter of 1859, largely through the efforts of the local paper and lawyers. They met once a week, having regulary scheduled debates and discussions, which were organized upon the basis of two arguing for a proposition, and two against. In this manner many important and interesting subjects were brought before the people of the community. The first debate was on this topic: "Resolved: that we should desire and encourage a sectional party." Another was on "mob rule." It can be said that all the major problems which were ultimately involved in the war between the states were argued and discussed in such meetings as this, and therefore had much to do with the united stand the Northern States were destined to take.

For those who did not want to take part in the give and take of debates there were many series of lectures. Traveling lecturers were always making one or two night stands in our community. Sometimes this lecture would be based upon the political issues of the day. In December, 1859, the Honorable E. Graham presented the topic, "John Brown's Invasion and Slavery." He had known Brown in Kansas and had been present at some of the violent incidents there. Other lectures would cover the field of many different subjects. The Rev. G. D. Simmons lectured on "Spiritualism," and "Romanism and Slavery." Mrs. Helen Manham gave a presentation on Anatomy and Physiology, which, though advertised as "a science" was undoubtedly considered by many as risque and scandalous.

Of course the local ministers were always on hand for this type of educational program. Once when a brick mason, Thomas Whitaker, fell off a scaffolding at the Baptist Church and broke his leg, Mr. Lackey, the Presbyterian minister was asked to present a lecture. The free will offering was to help support Mrs. Whitaker. His subject, "Wit and Humor."

In addition to these debates and lectures, the traveling shows were always invading Morrison. One Family show of music, dancing and skits was especially enjoyable to early Morrisonites. Apparently, they had been here many times for in February, 1861, all the paper said was, "The Bakers are back." For an earlier performance of this family in '59, it was reported that the concert hall was filled by "an intelligent and appreciative audience at an early hour."

And, of course, there were the circuses. The year 1860 was a great occasion for the young and the young at heart. There were two of them. In August DeHaven's Great Union Circus came to town with its parade and setting up of great tents, but it was only a taste of what was to come. For on September 1st, Antonio Bros. came glittering into town with horse riders, acrobats, clowns, and a "Triumphal Procession." The feature attraction was "The Fire King," a man who would be enveloped by fire. "Hot stuff," even in those days.

Although every day was not a circus and life was still not leisurely and without its difficulties, the people of Morrison could find many enjoyable pursuits. The winter of 1858 saw the beginning of a series of so called "Socialables" where in "the dance" the young gents had an opportunity to demonstrate their strength and enthusiasm and the shy, young maidens their grace. Such "goings on" provoked some opposition but not enough to bring it to a halt. These dances were held in the Odd Fellow's Hall and were by invitation only. Anyone could receive an invitation, for the newspaper in reporting on this suggested, "It becomes all who are invited to see that none of their friends are overlooked."

Then too, there was always the possibility of getting a group of friends together and having a pienic, an excursion on the train, or a sleigh ride. One such party is reported to have taken place January 1, 1860. The people rode their sleighs to Seeley's Inn over at Portland, and there had had a tremendous meal. "Oysters, mince pies, and one-half dozen kinds of cake,"

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Then "they soon joined hands to partake of the exhiliarating pleasure of the dance," and to "trip it on the light fantastic."

It is difficult to determine exactly what type of sports the young people or adults engaged in during these years. The only one reported is one which you would never guess. Morrison, believe it or not, was the proud booster of a Cricket Club. How this English game managed to lift its wicket head here in the Mid-West is your guess, but June 28, 1860 saw the Morrison Cricket Club entrained for Lyons, Iowa, and a full day of standing to the bat. Apparently, they ate more than they played what with lunch and dinner being on the program of the day. But the Morrison "eleven" came home victorious. They beat Lyons, 106 wickets to 72. The return was a triumphant bearing of the "Trophy," a new cricket ball.

Such then was life in early Morrison. In its first few years it showed all the marks of a thriving, developing community. Politically, culturally, socially, it was awake and active. Thus when the first settler within the town site of Morrison, John Stakes, died in 1861, a tremendous transformation had taken place. It was he who was the first to know these acres. When he forced that first plough through the tough prairie sod he was the first to begin the transformation of what was created by nature into something created by man. Looking around the community which had sprung into existence within his last five years of life, how amazed he must have been at the transformation which had taken place. How amazed he would be with that further transformation which we now accept so casually as the Morrison of 1955. For he had seen only the initiating steps. So much more was to follow.

THE DEVELOPMENT OF MORRISON

It is always difficult to present the many changes that are a part of community life, but more and more we of America have come to accept progress as improvement, and improvement as inevitable. Looking at our own situation here in Morrison, and comparing it to the city in its founding years we can certainly be aware of such improvement and progress.

Nothing can be more difficult than attempting to interpret this 100 years of history in the space of a few pages. In order that we may do this in the form of a survey, let us take transportation as our frame of reference. That is, let us take the mode of travel as the key to our interpretation and scan our history in that light. This is fitting, since it was the coming of the railroad, which signalled the beginning of our history as a town.

During the early 1860's, almost all activity as far as development halted. The nation was involved in a Civil War which was to decide the very basis of our governmental organization. Hardly had Fort Sumter surrendered when there was an enthusiastic response from the people of Morrison. In a series of meetings in April, 1861, the community made a strong witness for the Federal form of government, freedom of the slaves and the support of President Lincoln. Before the news was cold, Captain George E. Cole had formed a company which was immediately accepted for service by Gov. Gates. The city even collected money to support these soldiers until the time they might be on government pay. Another group of men organized into the "Whiteside Blues," a second rifle company. H. W. Bristol was elected to be captain. Under Captain R. R. Clendennin, a troop of calvary was ready for duty under the name of "The Whiteside Rangers."

For the next five years the young men of our area would be away at war and the people at home would be active in their support.

Following the Civil War the growth of Morrison continued. In 1867 the city was incorporated, but not without confusion. The state legislature had passed a bill authorizing incorporation but in the local election there were two different parties, the "Charter ticket" and the "anti-charter ticket." Those who opposed the incorporation of Morrison were elected — but they were supposedly elected to form a city government which they ran not to form. As you might guess, the circuit court was asked to settle it, and after still more confusion, they decided that there was no city government elected. It was just as well, because the original charter had us listed for Range four and not five, pacing us officially and legally, right in the middle of the cattail slough 7 miles west of here.

All of this was finally corrected in another election authorized in 1869, and the charter of incorporation was adopted with an overwhelming vote. Mr. George A. Whitcomb was elected as the first mayor.

During all this time, the two means of transportation upon which the city depended was the railroad and the horse drawn vehicle. Since the railroad was concerned mainly with the hauling of grain, we could say that both were therefore closely connected to the agricultural concern of the people in the area surrounding Morrison. Indeed the business of Morrison was organized around these modes of transportation. The surge of business activity which took place in the '70's reflected this. In 1871 the Morrison Carriage works was begun, occupying a large plant on the corner of West Main and Base. They produced a fine carriage and wagon from materials brought to Morrison by the railroad. The hickory of the frame and body, for example, came from Ohio. The Agricultural works, another early industry, also reflected the same situation. Founded in 1873 it produced the "Morrison Wagon," the "Morrison Stalk Cutter," and the "Morrison Bob Sled." R. P. Goodenough and Hellersted also were in the buggy and wagon repair service. In those days, all of the pieces of equipment

were made using hand operated tools. The fact that we supported 5 harness shops, 6 implement and hardware stores, 3 livery barns, and 3 stock buyers is perhaps an indication of how important the horse and buggy was to Morrison. The monthly horse sales which were held from '89 to '92 sold over 1,000 horses and sometimes as many as 100 a day would exchange hands.

It was during this time that our city grew in the necessary services that a town must have, and likes to have. The more business activity and industry that developed, the greater the need for banking facilities. The first bank in Morrison was consequently founded in 1863 by Mr. Styles and Mr. A. J. Jackson. The next year Styles retired and Leander Smith, a banker and lumber dealer of Fulton, went into partnership with a Mr. McKay from Mt. Carroll. It was this bank that came under the management of E. A. Smith in 1889.

Like so many of the early banks, these were private concerns. They were without federal control, and as Mr. E. A. Smith explains, to start a bank in those days, all you had to do was hang out a shingle. But The Smith Trust and Savings Bank ceased to function as a private institution when it was incorporated in 1915 under state law. It is since become a member of the Federal Reserve Banking System.

As the city grew, the city had to improve its water system. Fire plugs were installed throughout the downtown area, and motor driven pumps were used. A private, volunteer fire department was formed in 1876. It was not only a mark of distinction to belong to this organization, it was also a business. The local firms would pay for its protection and possible services and sometimes a fee was received for its work. Its first fire was at the jail house which was then on Main Street. One prisoner lost his life.

Another sign of the growth of our community was the fact that the cemetery had to be enlarged. When the first death occurred in 1856, that of Mrs. B. O. Russell there were only twenty families in town and no thought had been given to this concern that every community faces. When Lyman Johnson and A. J. Jackson started off on a rainy day to choose this first burial site they had no definite idea in mind but they made their way north through the oak scrub and finally selected a place high on a ridge north of town. By 1860 there had been many burials but the grounds were so neglected that the newspaper almost insisted that all of the towns people give up a part of a day to bring the grass and weeds and scrub growth under control. By 1875 it was necessary to add the eastern and northern portions. The beauty and quiet appeal of this place is known to all in this area.

Not wanting to be outdone by the surrounding communities, a park association was formed in 1871. Its aim was to promote horse racing only, and in its first meeting offered purses totaling $1,055.00. The next year this organization was changed to the Whiteside County Agricultural Association. It established itself on the site of the present fair grounds and has since developed into our county fair. In the beginning it consisted of a race track, amphitheatre, stock sheds and one central building. A log cabin was built there in 1885 by the OLD SETTLER'S ASSOCIATION. Each of these families brought one log from the timber where they homesteaded and built the cabin. It has since been taken down because of deterioration.

Although the horse still was the means of locomotion and power, the carriage and wagon works began to go out of business in the '80's. It was the railroad that helped this. For on its flat cars, hundreds of buggies and wagons would be shipped in from central points of mass production and they would be lined along the streets. Hand craft could not compete, so changes were being forced upon the community.

Other technological improvements were on their way in the '80's. By 1889, H. S. Green had formed the electric light company, the streets began to be lighted by electricity. The first telephone line was run into Morrison from Sterling in 1881. And the people not only had something to talk about, but also to talk thru. The telegraph had been in operation since '58 so Morrison was in direct communication with the rest of the country by wire as well as by rail.

Beginning in the 1890's a different emphasis of industry developed. Instead of industry and business hinged to local markets, enterprises developed which could take advantage of the railroad and ship its products to other markets. The Davis greenhouse which began as a floral business became a hot house industry for vegetable production, particularly cucumbers. Taken over by J. W. Steiner in 1899 his business was developed until its buildings covered a substantial part of the south east corner of town.

A refrigerator factory also began at this time, and grew to be such an important part of the city's economy that by 1924 it provided employment for 124 men and had a monthly wage payment of $192,000.00.

Other factories followed. The Libby Condensing factory was started in 1906. 1914 saw the start of a stove factory, and in 1928, toys were produced in a portion of the refrigeration plant.

The turn of the century saw the advent of the automobile, a device which was to radically change the life of everyone and every town. Frank VanOsdol owned the second car in town and by 1912, there were enough of these horseless carriages around to support a garage. One pioneer of the gas buggy made the 22 mile trip from Tampico to Morrison in 1905. He must have covered the distance with no breakdowns, for he made it in a whizzing time of one hour and twenty minutes.

There were so many of these contraptions on the road by 1913, that the dream of a transcontinental highway was beginning to move the thoughts and ac-

tions of the people of the United States. 1920 saw this road completed along its total 3,385 miles. Morrison was never going to be the same. Through the twenties one gas station after another sprang up along the Lincolnway as Grove Street was now called. Garages and automobile salesrooms replaced the buggy shops. And one dirt road after another was hard surfaced and paved until in the mid-thirties it seemed impossible that the main roads out of Morrison could have ever been muddy and impassable.

One of the outstanding institutions of Morrison was founded in 1877 as the Historical and Geological Society. Beginning with an interest in museum specimens and books, the financial backing of J. D. Odell, and the continued interest and support of the community, this service has expanded to become the Free Public Library of today. When the Congregational Church building was offered for sale it was purchased in 1887 by Mr. Odell and given to the society. This building has continued to house the city's collection of books, being remodeled and expanded in 1934 to house an ever growing collection. It is a source of knowledge, pleasure and satisfaction for all who would use its srvices.

As one could expect in a growing community the school system had all it could do to keep up with enrollment pressures. By 1895 there were so many children that the Northside school had to be added to the facilities. A fire in 1907 at the Southside school complicated matter but good insurance adjustments helped ease the problem. A south wing built to house the high school was an added answer to the situation just before the First World War. The recently completed Community High School represents another stage in the long procession of building programs to meet the constantly increasing demands that have always been put upon the public Educational program. Its beautiful and functional rooms have become a tremendous asset, not only to the schools of Morrison, but to the city itself.

Certainly the churches of any community speak of the aspirations and faith of its people. Anyone driving into our city cannot help but be amazed and impressed at all those signs signifying the presence of twelve churches. Of those churches, three were present at the beginning of our history, the Methodists, Baptists and Presbyterians. The others have developed since that time. The Roman Catholics established their first building in 1862 around a small group of worshippers. It has grown into its large and active congregation through the years, and has recently celebrated the fiftieth anniversary of having installed pastor. St. Ann's Episcopal Church began with a group of English and Scotch settlers during the Civil War. They were ready to erect their church building by 1884 and have used this same building ever since. Its style and design is still pleasing and useful even in this electronic age.

Reflecting the arrival of the peoples of Holland and Germany in America during the latter part of the 19th century, new churches were organized around that time. The Ebenezer Reformed Church was formed in 1896, meeting at first in a country school house and later moving to Morrison. Their 1920 building which replaced the "first White Church," was remodeled into the present large and beautiful structure in 1950. The Bethesda Lutheran Church was also organized in the late 90's, and they erected their building in 1898. This group has just recently purchased a new manse. The German Lutheran Church, St. Peter's, moved into the city in 1913, having been in existence as a rural church for many years. They have continued to grow and make improvements on their property through all these intervening years.

In 1916 the Christian Science group, who had been meeting in temporary quarters erected their own lovely building.

1935 saw a new church being formed. Starting in a half building, the Christian Reformed Church began to develop its ministry within the city of Morrison. It has not been too long ago that they completed their fine sanctuary. Other new churches have been the Emmanuel Reformed, a sister church of the other Reformed Communion, in 1947, and most recently, the Bible Baptist Church.

All of these churches have served the people of Morrison, have existed through the support of the people of Morrison. All of them have added something to the life of the community which is irreplaceable.

There is so much more that must be said but cannot be said: Athletics, for example, such as the Morrison Regulars, the basketball team of the early 19 hundreds; the businesses that have developed and flourished; the social clubs; the civic groups; the Veteran's Organizations; the things people do, their interests, their concerns. One look at the classified directory of the Telephone Book reveals how our living has changed even within the past ten years.

But this much is certain, even as Morrison exists in a land of tremendous possibilities, so will those possibilities be reflected within the life of its peoples. The whole history of this town indicates its increasing interdependence upon areas outside its own bounds, beginning with the agricultural pursuits of its immediate environs, to the electronic concerns of a distant laboratory. The lesson of our history is that we do not exist to ourselves alone, we are part of something greater and we share in that greatness: Morrison, United States of America, World.

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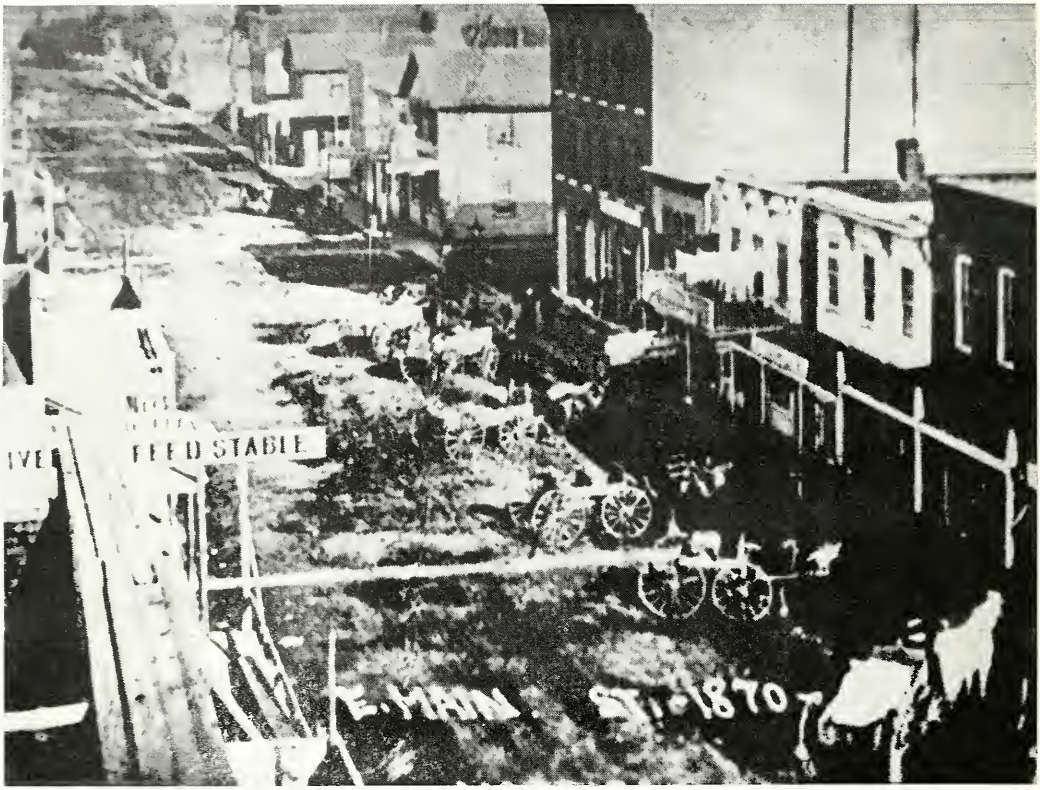

Earliest Known Picture of Morrison's Main Street, Taken in 1870

EXECUTIVE COMMITTEE of Morrison Centennial celebration. Seated left to right, J. H. McDuffie, vice-chairman; Willard Nelson, W. E. Beck, chairman; Leslie Janke. Standing, Roy Lange, L. C. Anderson, Fred Holt and Don Mathew.

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Promotional Committee	M. G. Matthews & Andy Brands, Chairmen
Distributive Committee	S. F. Long, Chairman
Speakers Committee	Ralph Ketzle, Chairman
SPECTACLE DIVISION	Les Janke, Chairman
Cast Committee	Wilma Lucas & Alberta Jackson, Chairmen
Costume & Make-Up Committee	Gladys Ludens & Gladys Smith, Chairmen
Construction Committee	Burton Shambaugh, Chairman
Scenario & Title Committee	Alene Haines, Chairman
Properties Committee	Bob Bull & Doris Butcher, Chairmen
Spectacle Music Committee	Annette Rich & Nancy Nelson, Chairmen
SPECIAL EVENTS DIVISION	Willard Nelson, Chairman
Parade Committee	Karl Yost, Chairman
Celebration Ball Committee	J. M. Holland, Chairman
Historical Window Committee	T. M. Whitemore, Chairman
Fireworks Committee	Gene Nelson, Chairman
Special Days Committee	L. Willard Nelson, Chairman
Religious Day	Ministerial Association
Patriotic Day	American Legion & VFW
Youth Day	Loren Young, Chairman
Governor's Day	L. A. Ludens, Chairman
Industrial Day	C. W. Eberhardt, Chairman
Agricultural Day	
Old Times Day	Eddie Schuler, Chairman
HOSPITALITY DIVISION	Don Mathew, Chairman
Homecoming Committee	Don Mathew, Chairman
Housing Committee	Warren Cant, Chairman
Traffic Safety Committee	Boyd Kimmel, Chairman
Transportation Committee	Robert C. Smith, Chairman

THE MORRISON CENTENNIAL CORPORATION

PROUDLY PRESENTS THE DRAMATIC SPECTACLE

"UPON THESE PRAIRIES"

A JOHN B. ROGERS PRODUCTION
Directed by Alfred H. Srnka

NARRATORS

MRS. WILBUR D. MILLS — MRS. ALICE M. LESTER
MISS ALBERTA JACKSON — MR. WM. BULL
MR. ROBERT BULL — MR. L. C. ANDERSON

CENTENNIAL CHORUS
Directed by Miss Nancy Nelson
Betty Fredericks, Organist

THE CAST

PROLOGUE

TRUMPETEERS — Cheryl Maurits, Rene Siefken, Pamela Page, Jane Ludens, Dolores Nelson, Lonnia Gomez.

STATES — Betty Tinkler, Sandra Bull, Karen McKee, Debbie Wilson, Linda Schuler, Susan Ramsay, Susan Beck, Barbara Bush, Mary Lynne Brackemeyer.

CADETS — Glenda Groharing, Carol Wagenecht, Ruth Schol, Donna Diephuis, Betty Shirk, Mary Lynn Klimstra, Diane Schroeder, Nancy Irion, Janice Stuart, Ruth Jennings, Carol Jensen, Karen Knox.

RIDERS — Velma Rosenow, Joen Gallentine, Bill Hyer, Mrs. Bill Hyer, D. L. Wolber, Alice Wolber, Judy Spencer, Allan Howe, Howard Zuidema, Clare Meakins, Pauline Meakins, A. J. Large, B. B. Large, Lawrence Wolber, Mrs. Lawrence Wolber, Margy Haines, George Wolber, Shirley Wolber.

GIRL SCOUTS — Sandra Sprengelmyer, Donna Zuidema, Gayle Horning, Vicki Onken, Nancy Sprague, Jane DeVries, Barbara Wood, Beverly Huizenga, Marjorie Ellis, Sharon Dykema, Kathy Dykema, Janice Holland, Annette Butcher, Janet Hawthorne, Sally Jo Lenz, Gail Yacovetch.

COLOR GUARD Sponsored by V. F. W. — E. H. Eads, Joe Klimson, D. W. Stralow, D. F. Stralow.

MORRISON COMMUNITY HIGH SCHOOL BAND — Janice Aggen, Carolyn Alldritt, Carlton Anderson, James Andrews, Jeanne Brandt, Mary Buikema, Roger Buikema, Marilyn Burn, Lee Bush, David Carroll, Jere Chapin, Marilyn Conner, Marieta Conrady, Lois Dale, Janet DeLoe, Charlene Duty, Donna Everist, Dorothy Fletchic, Joen Gallentine, John Genslinger, Barbara George, Rex Given, Donald Hagerty, Paul Hermes, Harvey Heusinkveld, Mary Heusinkveld, Sandy Hines, Phil Hook, Ronald Huizenga, Janet Irion, Velma Jansma, Virginia Johnson, Joan Matthew, Gordon Matthews, William Maurits, Kenneth Mills, Ronald Mills, Mary Lynn Neary, Joyce Ottens, Marlene Peterson, Alva Pruis, Judy Renkes, Pat Renkes, Phil Renkes, Jeanne Rose, Dianne Rosenow, Nancy Shambaugh, Carolyn Schipper, Sonja Schroeder, Larry Sieh, Glenda Simpson, Rita Stichter, Joyce Stralow, Donald Vandermyde, Douglas Vandermyde, Pat Waters, Eugene Watt, Janice Whistler, Sandy Witt, Allen Zuidema, Ethel Zuidema, Mary Ann Zuidema.

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PUBLIC SERVICE COMPANY

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James H. McDi

FINANCE DIVISION
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Novelties Committee
Beard Contest Comm
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Decorations Commit
Sisters of the Swish

SPECTACLE TICKET D
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Old Times Day

EPISODE ONE — "This is Morrison" — Sponsored by P. E. O.

Mr. and Mrs. W. D. Mills, Jr. and John, Bruce and Howard.

EPISODE TWO — "The Heritage of Freedom" — American Legion and American Legion Auxiliary

Bob Onken, Art Pyse, Dan Hook, Bill Snyder, Ray Siefken, Mrs. Ray Siefken, Sandy Hines, Merle Grau, Pat Renkes, Jimmy Siefken, David Siefken, Richard Carley, Eugene Elmendorf, Bernice Gronner, Bruce Gronner, Robert Johnson, Mrs. Dwaine Sikkema, Arlyn Sikkema, Brant Sikkema, Charlie Yost, Lloyd Yost, Richard Renkes, Meredith Renkes, Charles Riggen, Barbara Braden, Marsha Reed, Mary Ellen Reed, Patsy Wright, Mildred VanOosten, Clyde McDougall, Marjorie McDougall, Andrea McDougall, Adele McDougall, Marcia Maxfield, Vivian Tolbert, Donna Tolbert, Bud Dykema, Dan Richmond, Larry Sieh, Daniel W. Plumer.

EPISODE THREE — "The New Frontier" — Sponsored by Rural Youth, Farm Bureau, Home Bureau and Round Grove Grange

Stanley Heller, Marian E. Heller, Gary Eugene Heller, Danny Lee Heller, Johnny Heller, Wayne Conrady, Lois Conrady, Don Hensler, Mae Hensler, Ann Hensler, Keith Hensler, Ernest W. Rosenow, Vada Rosenow, Lyle Doonan, Ruth Doonan, Dick Doonan, Donald Doonan, Nadine Doonan, Mildred Wells, Clyde Janvrin, Edward J. Wagenecht, Laura Wagenecht, Merle Durward, Lyle Nice, Lucille Nice, Marjorie Durward, Lucille Durward, Sandra Durward, Vivian Miller, Don Houseman, Dorothy Houseman, David Houseman, Kenneth Wiersema, Arthur Rushmeyer, John Rushmeyer, Anthony Droste, Roy H. Velde, Marian J. Velde, Margaret Lewis, Viola Bielema, Leola Koester, Dorothy Sloot, Bob Cordes, Jacob Damhoff, Robert Carbaugh, Pat Wagenecht, Eddie Wagenecht.

EPISODE FOUR — "An Early Marriage" — Sponsored by Paschal Family

Kenneth Paschal, Alan Paschal, Floyd Douglas, Vera Conrady, Bernita Forth, Alice Smaltz, Geraldine Peterson, Shirley Peterson, Dorothy Humphrey Beswick, Luella McDearmon, Zada Bruins, Eleanor J. Douglas, Lyle Paschal, Jean Paschal, Sara Paschal, Marsha Paschal, O. J. Humphrey, Mrs. O. J. Humphrey, W. N. Humphrey, R. J. Humphrey, Kenneth Beswick, Jane James, Dale J. Humphrey, Norman Bruins, Mrs. Lenora Jones, Mrs. Violetta Beswick, Donald Beswick, Karen Beswick, Ann Groharing, Susan Groharing, B. G. Humphrey.

EPISODE FIVE — "Remember the Sabbath" — Sponsored by Rural Youth, Farm Bureau, Home Bureau and Round Grove Grange

Stanley Heller, Marian E. Heller, Gary Eugene Heller, Danny Lee Heller, Johnny Heller, Wayne Conrady, Lois Conrady, Don Hensler, Mae Hensler, Anne Hensler, Keith Hensler, Ernest W. Rosenow, Vada Rosenow, Lyle Doonan, Ruth Doonan, Dick Doonan, Donald Doonan, Nadine Doonan, Mildred Wells, Clyde Janvrin, Edward J. Wagenecht, Laura Wagenecht, Merle Durward, Lyle Nice, Lucille Nice, Marjorie Durward, Lucille Durward, Sandra Durward, Vivian Miller, Don Houseman, Dorothy Houseman, David Houseman, Kenneth Wiersema, Arthur Rushmeyer, John Rushmeyer, Anthony Droste, Roy H. Velde, Marian J. Velde, Margaret Lewis, Viola Bielema, Leola Koester, Dorothy Sloot, Bob Cordes, Jacob Damhoff, Robert Carbaugh, Pat Wagenecht, Eddie Wagenecht, Clair Pickens, Albert J. Crump, Henry Radatz, Edna Radatz, Marie Conner, Ralph Conner, Edna VenHuizen, Isaac VenHuizen, Rachel Rick.

EPISODE SIX — "The Dawn of Education" — Sponsored by P. T. A.

Jim DeVries, Bobby Hammer, Alan Stone, Trudy Huizenga, Judy Aggen, Melinda Popkins, Mary Jane Knox, Stephen Liehr, Jayne Pape, Don Ellinwood, Denise Rick, Nola Hunter, Richy Tyler, J. D. Wylder, Gilbert Chapin.

HOSPITALITY DIVISION — **Don Mathew, Chairman**
Homecoming Committee — **Don Mathew, Chairman**
Housing Committee — **Warren Cant, Chairman**
Traffic Safety Committee — **Boyd Kimmel, Chairman**
Transportation Committee — **Robert C. Smith, Chairman**

EPISODE SEVEN — "Just One Hundred Years Ago" Sponsored by Rotary Club

Art Goodenough, Roland Kamm, Ralph Ketzle, Leo M. Knox, W. J. Potter, J. A. Marshall, S. F. Long, Robert T. McMaster, Robert W. McMaster, Clarence Ardapple, L. A. Ludens, John Ludens.

EPISODE EIGHT — "The Coming of the Iron Horse" ..... Sponsored by Lions and Lioness Clubs

Harry Traum, Gay Wotring, Eddie Wotring, Ward Moulton, Dorothy Moulton, Mrs. K. O. Miller, K. O. Miller, Richard Langley, Dorothy Langley, Susan Langley, Earl V. Anderson, Francis H. Worcester, Evelyn Worcester, James Worcester, Peter Worcester, Frances Humphrey, Wilma Blumenstein, C. J. Blumenstein, Mrs. John Evans, J. D. Evans, John Slonneger.

EPISODE NINE — "Unionville Riled Over Railroad" ..... Sponsored by Art Guild

Richard T. Rideout, W. J. Maurits, Carl Hammer, Charles Stoodley.

EPISODE TEN — "Morrison, The County Seat" ..... Sponsored by Lions and Lioness Clubs

Harry Traum, Gay Wotring, Eddie Wotring, Ward Moulton, Dorothy Moulton, Mrs. K. O. Miller, K. O. Miller, Richard Langley, Dorothy Langley, Susan Langley, Earl V. Anderson, Francis H. Worcester, Evelyn Worcester, James Worcester, Peter Worcester, Frances Humphrey, Wilma Blumenstein, C. J. Blumenstein, Mrs. John Evans, J. D. Evans, John Slonneger, Frank Westendorf, Mary Westendorf, Dr. E. R. Smith, Mrs. E. R. Smith, Gail Schipper, Georgia Liehr, Carolyn Liehr, Allan Beardslee, Sara Beardslee, Gary Beardslee, Clayton, Sprague, Lenora Sprague.

EPISODE ELEVEN — "The Gold Rush" ..... Sponsored by Odd Fellows

Nara Hunter, George Hunter, A. A. James, Mrs. George C. Dykema, George C. Dykema, Merlin J. Gross, Elmer S. Entwhistle.

EPISODE TWELVE — "The War Between The States" ..... Sponsored by League of Women Voters

Merle Edlund, Jim Page, Bill Green, Tom Kelly, Don Vandermyde, Dick Cassens, Robert Maedge, Lloyd E. Null, Jim Aggen, Clare Chapin, Lucille Chapin, Bonnie Bush, Jim Bull, Sue Denny, John Lee, Dorothy Mudge, Cloe Leunig, Mrs. Lloyd E. Null.

EPISODE THIRTEEN — "Bikes, Bustles and Mustaches" Sponsored by Women's Club, Wa-Tan-Ye, Household Science Club, Shrine, Masons and Eastern Star

Kristen Edlund, Howell S. Gerhard, Dorothy E. Gerhard, Nerys Gerhard, Gary Gerhard, C. W. George, June Haan, Emily Rick, Donna Bodkin, Faye Norman, A. L. Benedict, Jr., Garrett Sikkema, Alta Sikkema, Howard Wright, Dillwyn McKee, Arthur Burch, Clyde Toppert, Reuben Garwick, Gladys Garwick, Maude McKee, Betty Toppert, Myrtle Burch, George Curtis, Alice Curtis, Frank VanOsdol, Marguerite VanOsdol, Barbara Page, June Gustafson, Phyllis D. Fell, Virginia Beck, Debbie Beck, Virginia Rastede, Jean Slavin Lawrence Hawthorne, Terry Holt, Dorothy Holt, Irene Hawthorne, Ellyn Renkes, Donna Everist, Janice Aggen, Joyce Stralow, Janet Irion, Peggy Baxter, Connie Conrady, Nancy Huggins, Marienne Ketzle, Diane Rosenow, Eugene Wiersema, Alice Wiersema, Doug Wiersema, Carole Browne.

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PUBLIC SERVICE COMPANY

EPISODE FOURTEEN — "The Battle For Freedom" ... Sponsored by GEM and GEAA Clubs

Stanley Maxfield, Phil G. Haendler, H. Ben Ellicott, John B. Planthaber, Hank DeGroot, Arnold Siefken, James Jerome, Shirley Hulsebreg, Beulah Fletchic, Doris Planthaber, Mary Jo Sechrist, Lorraine Wagenecht, Edna Duty, Marion Schultz, Erma Scharfenberg, Jerry Bogle, Roger M. Brady, Wm. E. Brady, Mary L. Stralow.

EPISODE THIRTEEN — "The Roarin' Twenties" ..... Sponsored by High School Drama Club

Karen Edlund, Carlton Anderson, Virginia Akker, Jim Maxey, Bob Onken, Dan Richmond, Merle Grau, Bill Snyder, Larry Sieh, Sigrid Jensen, Patsy Wright, Pat Renkes, Sandy Hines, Janice Aggen.

EPISODE SIXTEEN — "Seige for Freedom" ..... Sponsored by V. F. W. and V. F. W. Auxiliary

Clarence Stralow, Lester Bull, Robert Vigen, Paul Sprengelmeyer, Richard Williams, Russell T. Lenz, Jo Anne H. Lenz, Sally Jo Lenz, Shelby Anne Lenz, Joseph W. Lenz, Cinda Lou Lenz.

EPISODE SEVENTEEN — "The Morrison Hall of Fame" ..... Sponsored by Citizens who gained fame

Roy A. McKinney, Joe A. Gorzney.

EPISODE EIGHTEEN — "The Atomic Age"

FINALE — The entire cast.

CENTENNIAL CHORUS — Jay Huitsing, Burnell Doden, Virginia Siefken, Pat Dykema, Neale Fadden, Don Fadden, Robert M. Dykema, Robert Aiken, John Boland, Donald Miller, Gail Austin, Barbara Austin, J. A. Gorzney, Nancy Heun, Louella Gorzney, Sadie Huizenga, Allene VanDyke, Dave Mathew, Louise Mathew, Chris Watson, Virginia Schuler, Annetta Rich, Betty Frederick, Marilyn Aggen, Doris Swehla, Kathryn Pittenger, Nancy Yost, Diki Bull, Bill Bull, Bill Rastede, Nancy Nelson, Bev Schuler, C. Austin, Jeanne Weaver.

THANKS

To Burton Shambaugh and the carpenters who donated their time to build the set.

To Bob Yarbrough, Al Zuidema and electricians for wiring the set.

To Bob Bull and Doris Butcher and properties committee for their assistance in gathering props.

To Gladys Smith and Gladys Ludens for their aid on costumes and make-up committees.

Mrs. Alene Haines for preparing the material for the script.

Miss Wilma Lucas and Miss Alberta Jackson for getting the cast together.

To the Board of Education for using the facilities at the High School.

And to all the people of Morrison who helped make this Centennial Celebration a success.

And special thanks to the cast of "Upon These Prairies."

Les Janke, Spectacle Chairman
Al Srnka, Director

ADMINISTRATIVE DIV
James H. McDo

FINANCE DIVISION
Underwriting Comm
Novelties Committee
Beard Contest Comm
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Official Hat Commi
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Housing Committee ..... Warren Cant, Chairman
Traffic Safety Committee ..... Boyd Kimmel, Chairman
Transportation Committee ..... Robert C. Smith, Chairman

EARLY MORRISON FIRSTS

FIRST SETTLERS — John W. Stakes, who broke eight acres of land on the site of Morrison in 1836; Lyman Johnson; Henry Vroom; Homer Caswell; John J. West; James Snyder; N. M. Jackson; W. H. Van Epps.

FIRST BUILDING — Combination home and rooming house built in 1854 by Lyman Johnson, later to be enlarged and used as a hotel called "Morrison House". It was located on the N.E. corner of Base and Main.

FIRST RESIDENCE — Built by H. S. Vroom in 1854 on the S.W. corner of Base and Lincolnway.

FIRST RAILROAD — the Air Line Railroad built by Chicago & North Western through Morrison to the Mississippi River in 1855. First train arrived in Morrison October 19, 1855, under the charge of Mr. John Furlong.

FIRST CHURCH BUILDING — the Baptist Church built of bricks in 1856.

FIRST RELIGIOUS GROUP — the Methodists who held services in the cabin of W. H. Paschal 1839.

FIRST STORE — Henry Ustick's "General Store" erected in 1855.

FIRST BUSINESS — H. McCrea and Company's elevator built in 1855 on the S.W. corner of Market and Genesee Streets.

Unionville Mill (1858-59)

FIRST SCHOOL — Held in "Johnson's Hall" in 1858 on the North side of Main Street between Genesee and Base Streets.

FIRST SCHOOL BUILDING — a four room brick structure built in 1860 on Morris Street. Its first teacher - M. R. Kelly.

FIRST POST OFFICE — established in 1856. John E. Bennett Postmaster.

FIRST AGRICULTURAL FAIR in Whiteside County was held at Morrison in the fall of 1856 and was quite successful.

FIRST MILLS — "Saw Mill" at Unionville 1839; Jacobstown Mill in 1857 (½ mile north), and Unionville Mill (still standing) built in 1858-59.

FIRST NEWSPAPER — the Sentinel whose first issue is dated July 23, 1857.

FIRST TOWN MEETING — held April 18, 1857, according to the History of Whiteside County. It was voted that Morrison be incorporated as a town.

FIRST BOARD OF TRUSTEES — elected April 25, 1857.

FIRST ELECTRIC LIGHT PLANT — Franchise granted to the Morrison Electric Light Company in April 1890. By November 1890 there were in use in Morrison "450 merchant lights, 300 resident lights and 86 street lights."

PUBLIC SERVICE COMPANY

SMITH
Trust and Savings BANK
MORRISON-ILLINOIS

A Banking Institution
Operated
In The Interests Of
Its Community

Since 1879

OFFICERS

MASON BULL
W. J. POTTER
E. A. SMITH
A. M. POTTER
R. M. WYLDER
M. L. RITCHIE

EMPLOYEES

Rachel Groharing
Mary Miller
Cornelia Drolema
Jean DeVries
Betty Ottens
Patricia Dykema
Susanne Stralow
C. C. Cowan

OFFICERS

E. A. SMITH, President
R. M. WYLDER, Executive Vice-President and Trust Officer
W. J. POTTER, Vice-President and Trust Officer
B. W. PAGE, Vice-President and Trust Officer
ROY A. McKINNEY, Cashier
H. L. RIETVELD, Assistant Cashier
C. W. GEORGE, Assistant Cashier